

CARR LAKE AREA LAND USE PLAN

CITY OF SALINAS:

PLANNING COMMISSION
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PAUL BICKEL
ALLEN CALDEIRA
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HENRY HIBINO, MAYOR
JIM BARNES
JIM COLLINS
JOHN VONDRACK
ROBERT WHERRITT
CITY MANAGER
ROBERT M. CHRISTOFFERSON

ADOPTED JULY 7, 1976 SALINAS PLANNING COMMISSION
ADOPTED AUGUST 2, 1976 SALINAS CITY COUNCIL



3. plan of action

THE GOAL OF THIS PLAN IS TO PROMOTE THE REVITALIZATION OF EXISTING RESIDENTIAL AREAS BY ENCOURAGING PROPERTY OWNERS TO DEVELOP AND REDEVELOP THEIR PROPERTY IN AN ORDERLY AND LOGICAL MANNER.

ENCOURAGE THE CONSOLIDATION OF SMALL LOTS.

DEVELOPMENT WILL BE REGULATED BY ZONING WHICH PROVIDES THE INCENTIVE FOR THE CONSOLIDATION OF SMALL LOTS BY ALLOWING INCREASINGLY HIGHER DENSITIES ON LARGER LOTS.

ENCOURAGE THE REHABILITATION OF DETERIORATING STRUCTURES THROUGH A CODE ENFORCEMENT PROGRAM.

A HOUSING CODE ENFORCEMENT PROGRAM WILL BE UNDERTAKEN TO UPGRADE DWELLINGS TO MINIMUM STANDARDS OF HEALTH AND SAFETY. RECOGNIZING THAT SUCH UPGRADING MAY BE BEYOND THE FINANCIAL MEANS OF SOME PROPERTY OWNERS, SUCH A PROGRAM MAY INCLUDE PROVISIONS FOR SPECIAL FINANCIAL ASSISTANCE.

MODIFY THE STREET SYSTEM TO REDUCE TRAFFIC CONFLICTS ON NORTH MAIN STREET AT DEER & SANTA CLARA STREETS AND TO REDUCE DRIVEWAY ACCESS ON NATIVIDAD ROAD.

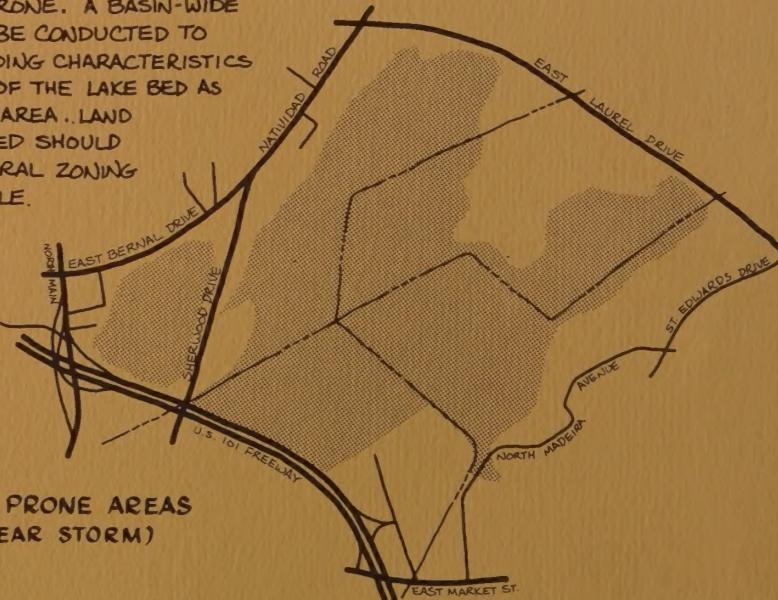
THE IMPROVEMENT OF ACCESS FOR DEER AND SANTA CLARA STREETS WILL TAKE PLACE IN CONNECTION WITH DEVELOPMENT PROPOSALS OR BY MEANS OF AN ASSESSMENT DISTRICT. SANTA CLARA STREET WOULD NO LONGER HAVE ACCESS TO NORTH MAIN STREET BUT INSTEAD WOULD BE CONNECTED WITH EAST BERNAL DRIVE BY A NEW STREET. AS AN ALTERNATIVE, THE CITY WILL CONSIDER ABANDONING AND SELLING THESE RIGHTS-OF-WAY TO ADJACENT PROPERTY OWNERS TO ENCOURAGE THEIR CONSOLIDATION INTO LARGER AND MORE USEABLE PARCELS.

THE REMOVAL OF DRIVEWAYS FROM NATIVIDAD ROAD SHOULD BE ACCOMPLISHED BY EITHER THE CONSTRUCTION OF NEW STREETS TO WHICH DRIVEWAYS CAN CONNECT AND REMOVAL OF EXISTING DRIVEWAYS FROM NATIVIDAD ROAD; OR THE REMOVAL OF STRUCTURES HAVING DRIVEWAY ACCESS ON NATIVIDAD ROAD, THE CONSOLIDATION OF THEIR LOTS AND THE CONSTRUCTION OF LARGE RESIDENTIAL DEVELOPMENTS WITH CONTROLLED DRIVEWAY ACCESS ON NATIVIDAD ROAD.

IN EITHER CASE, "NO PARKING" RESTRICTIONS SHOULD BE IMPLEMENTED FOR THE AFFECTED PORTIONS OF NATIVIDAD ROAD. THESE MEASURES WOULD BE IMPLEMENTED IN CONJUNCTION WITH PROPOSALS FOR NEW DEVELOPMENT.

PRESERVE AND PROTECT EXISTING AGRICULTURE AND MAINTAIN THE FLOOD CONTROL FUNCTION OF THE CARR LAKE BED.

MUCH OF THE LAND IN THE CARR LAKE BED IS FLOOD PRONE. A BASIN-WIDE STUDY SHOULD BE CONDUCTED TO DETERMINE FLOODING CHARACTERISTICS AND THE FUNCTION OF THE LAKE BED AS A WATER RETENTION AREA. LAND PRESENTLY BEING FARMED SHOULD BE RETAINED IN AGRICULTURAL ZONING AND USE AS LONG AS POSSIBLE. URBAN DEVELOPMENT SHOULD BE CONSIDERED IN THE CARR LAKE BED ONLY WHEN AND IF AGRICULTURE BECOMES ECONOMICALLY INFEASIBLE. URBAN DEVELOPMENT SHOULD NOT SERVE TO "FORCE OUT" AGRICULTURAL USES, AND SHOULD NOT RESULT IN THE SHIFTING OF FLOOD WATERS TO OTHER AREAS.



CARR LAKE WATER RETENTION STUDY

AREA TO BE INCLUDED IN A SPECIAL STUDY TO EVALUATE THE FUTURE WATER IMPACT UPON THE AREA AND DETERMINE IF URBAN DEVELOPMENT IS FEASIBLE.

RESIDENTIAL RESTORATION

SPECIAL ZONING INCENTIVES TO ENCOURAGE PRIVATE REDEVELOPMENT.

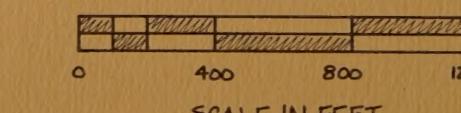
HIGHWAY RELATED COMMERCIAL

HOTELS, MOTELS, RESTAURANTS AND OTHER SERVICE COMMERCIAL USES CATERING TO THE TRAVELLING PUBLIC.

MAJOR STREETS
EXISTING

MINOR STREETS
EXISTING

PROPOSED



SCALE IN FEET



NORTH

1. why a plan?

WHILE ACTIVE FARMING CONTINUES IN CARR LAKE BED, THE AREA AROUND THE NORTHWEST PORTION HAS BEEN IN A STATE OF TRANSITION. DEVELOPMENT HAS BEEN SPORADIC, UNCOORDINATED AND HAPHAZARD.

PIECEMEAL DEVELOPMENT PROPOSALS ARE CONTINUALLY BEING ADVANCED WHICH WOULD AGGRAVE RATHER THAN CORRECT THE PROBLEMS OF THE AREA. AT THE SAME TIME, THE QUESTION OF WHETHER CARR LAKE BED CAN BE DEVELOPED HAS PLANNING IMPLICATIONS WHICH EXTEND FAR BEYOND THE IMMEDIATE PLANNING AREA.



2. present conditions

NORTHWEST FRINGE AREA: THE DEVELOPED PORTION ALONG NORTH MAIN STREET, EAST BERNAL DRIVE AND NATIVIDAD ROAD.

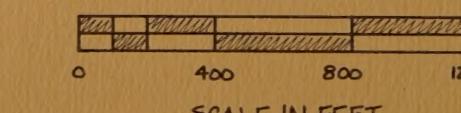
ZONING, LOT SIZES & LOT PATTERNS ~ LAND USES AND LOT SIZES GENERALLY DO NOT REFLECT THE "R-2-G" AND "R-3-7-5-S2" ZONING. LOTS ARE GENERALLY TOO SMALL TO SUPPORT EVEN SINGLE-FAMILY DWELLINGS AND MANY LOTS AND DWELLINGS ARE NON-COMFORMING IN SIZE, SETBACKS AND PARKING. MANY LOTS ARE POORLY ORIENTED WITH FRONTAGES ON HEAVILY TRAVELED EAST BERNAL DRIVE AND NATIVIDAD ROAD.

ACCESS & CIRCULATION ~ RESIDENTIAL ACCESS IS POOR. WITH INDIVIDUAL DRIVEWAYS PROVIDED ALONG EAST BERNAL DRIVE AND NATIVIDAD ROAD, DRIVEWAY CONFLICTS ARE A PARTICULAR PROBLEM. THIS PROBLEM IS COMPOUNDED BY STREET PARKING WHICH REDUCES SIGHT VISIBILITY FOR NORTHBOUND TRAFFIC AND VEHICLES EXITING DRIVEWAYS. CIRCULATION AND ACCESS IN THE DEER / SANTA CLARA STREET AREA IS POOR AND UNSAFE. BOTH STREETS DEAD-END WITH INGRESS AND EGRESS FROM NORTHBOUND MAIN STREET. ACCESS IS FURTHER COMPLICATED BY THE CONFLICT WITH MERGING FREEWAY OFF-RAMP TRAFFIC.

CARR LAKE BED

FLOODING ~ CARR LAKE BED HAS BEEN ESTIMATED TO FLOOD UP TO THE 43 FOOT ELEVATION DURING A 100 YEAR STORM, ALTHOUGH ANNUAL FLOODING OCCURS AT LOWER ELEVATIONS. THIS FLOOD BASIN SERVES AS PART OF THE FLOOD CONTROL SYSTEM FOR THE NATIVIDAD, GABILAN, AND ALISAL WATERSHEDS BY REDUCING PEAK FLOWS DOWNSTREAM. LANDFILL PLACED WITHIN FLOOD PRONE AREAS WOULD REDUCE THE HOLDING CAPACITY OF CARR LAKE, INCREASE FLOOD LEVELS AND CAUSE FLOODING IN OTHER LOCATIONS.

AGRICULTURE ~ ACTIVE FARMING OCCURS IN CARR LAKE BED AND IS APPROPRIATE IN THE "A" (AGRICULTURAL) ZONING DISTRICT. THE CARR LAKE BASIN IS A HIGHLY PRODUCTIVE AREA AND, BECAUSE OF THE INTENSE FARMING METHODS USED, THE YIELDS ARE AMONG THE BEST IN THE VALLEY. HOWEVER, INTERMITTENT FLOODING, URBAN ENCROACHMENT AND HIGH TAXATION ON CERTAIN PARCELS ARE BEGINNING TO LIMIT BOTH PRODUCTIVITY AND PROFIT MARGINS.



SCALE IN FEET



NORTH

